

INTIMATIONS

MOUTRIE PIANOS

HAVE ESTABLISHED
an unequalled reputation for tone, touch,
artistic construction and lasting qualities.

GUARANTEE

for
FIVE YEARS.

CASH OR EASY TERMS.

MOUTRIE'S.

HOUSES TO LET

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregentor Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 1 Sitting Room and Flats with 3 Bedrooms and 1 Sitting Room. The latter are especially suitable for Bachelors. Arrangements could be made to let the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings.
Hongkong, 26th January, 1916. [295]

TO LET—FURNISHED.

From Mid-April, 1916.

CRAIGMIN EAST, 180, PEAK. Moderate rent. Year or longer.
Apply to—**T. K. DEALY**,
Craigmin East, or
Queen's College.
Hongkong, 19th February, 1916. [306]

TO LET—FURNISHED.

For two months from the end of March.

A FIVE-ROOMED BUNGALOW, at the PEAK.
Apply to—**W. L. PATTERDEN**,
Care of GILMAN & Co.,
84, Des Vaux Road.
Hongkong, 18th February, 1916. [304]

TO LET—FURNISHED.

From 1st April, 1916.

NO. 3, STEWART TERRACE, THE PEAK.
Apply to—**"A. J. P."**,
Care of "Daily Press" Office.
Hongkong, 11th February, 1916. [263]

TO LET—FURNISHED.

NO. 5, MORRISON HILL. 6-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.
Apply to—**HARRY WICKING & Co.**
Hongkong, 3rd February, 1916. [335]

TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Vaux Road Central (above the Robinson Piano Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Offices. Rent moderate.
Apply to—**MOW FUNG & Co.**,
10, Des Vaux Road Central.
Hongkong, 18th February, 1916. [302]

TO LET.

OFFICES, 5, Duddell Street, now in occupation of Messrs. Radcliff & Co.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 17th February, 1916. [295]

TO LET.

RAVENSHILL EAST, Park Road. containing 8 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply to—**DEACON, LOCKER, DEACON & HARTSON**,
Hongkong, 19th October, 1915. [290]

TO LET.

TWO HOUSES in "STONEHENGE," No. 6, Robinson Road. Newly done-up and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court. Shortly available for occupation.
Apply to—**DAVID SARSOON & Co., Ltd.**
Hongkong, 22nd December, 1915. [112]

CHINA'S TRADE IN 1915.

A SURVEY OF THE COMMERCIAL SITUATION.

The economic situation in China is as interesting as the political situation (says *The Times Commercial Review*). It is, indeed, largely conditioned by the latter, but the country has naturally not been able to escape some of the consequences of the war. Trade during the past year compares favourably with that of 1914. The first five months of the year, however, introduced such exceptional conditions that the comparison is vitiated, and it is safer to look to 1915 for tendencies rather than results. For foreign trade 1915 was a boom year; imports continued their essentially speculative character in 1914, but the outbreak of war played havoc with exports, which were lower than those of any year since 1899, silk being a prominent victim. As far as the import trade was concerned, China was at a double disadvantage during 1915; she was bound to suffer from the shortage of tonnage, but she was also overstocked, notably in piece goods. Trade has actually been better than the Customs returns would indicate, for it has been possible to work off a large portion of the balance of piece goods left over from 1914. For the first six months of the year the Customs revenue amounted only to Tls. 17,327,000, compared with Tls. 21,236,000 for the corresponding period of 1914. Imports from Great Britain to the end of September were valued at £3,379,000, or nearly £5,000,000 less than for the first nine months of the previous year.

Trade, however, was handicapped by the political situation as well as by the war. The Yuan Shih-kai regime has been in many respects a conspicuous success on previous conditions. The centralization of government in Peking is all to the good; reforming have in a number of cases passed beyond the paper stage, although it would not be fair to look for much result within so short a time. But the redemption of the note issues of the Revolution period has been carried out; currency, it is true, remains more or less chaotic, but there has been an improvement in the stability of the Chinese dollar. In 1915 the controversy over Republican and Monarchical forms of government tended to revive unrest, and the banks, both native and foreign, adopted a cautious attitude, with immediate results to the course of trade. The negotiations between the Japanese and Chinese Governments also gave rise to some nervousness and led to a boycott—effectively enforced for some time—of Japanese goods. In spite of these adverse conditions there was a marked expansion of the tea, silk, and cotton industries. Tea has at least secured the attention of the Central Government. Under the auspices of the Ministry of Agriculture and Commerce, experts are supervising the growing and manufacturing of tea, and efforts are being made to stop artificial colouring. These measures have been rewarded by the best tea season for 10 years, the export to Great Britain alone showing an increase of 15 per cent., from 189,238,000 lbs. for 1913-14 to 218,250,000 lbs. for 1914-15. Silk and cotton made a striking recovery after the depression of the first half of 1914. Chinese cotton yarn reaped a harvest, while Japan's yarn trade was suffering from the boycott. The total number of spindles is now close upon a million, with 152,000 additional spindles in course of construction.

One outcome of the war was that no ambitious loan schemes could be put through, and railway construction suffered in consequence. The Government, however, encouraged by its success in 1914, decided to float another domestic loan, carrying interest at 6 per cent., this time for \$24,000,000, the actual amount subscribed the previous year. A feature of the flotation was the appearance of a foreign bank as one of the issuing and subscription agencies. Certain revenues were allotted as a guarantee for interest and amortization, as in the case of foreign loans. The loan is said to have been oversubscribed by \$1,500,000. Further, the sum of \$750,000, being part of the \$2,000,000 set aside from the Reorganization Loan of 1913 for the Salt Gabelle, but not used, has been handed over to the Government for administrative purposes and for the reduction of certain short term debts. In this connection it may be pointed out that at a time when the Customs revenue shows a decline the successful working of the Salt Administration under Sir Richard Dane is proving of great value to China. The revenue last year was \$6,800,000.

If the keynote of the past year has been tendencies rather than results, the most conspicuous tendency is, provided hindrances do not supervene, towards a considerable expansion of trade and industry in China. Such, indeed, is the conviction of all interested circles, and both in America and Japan definite steps are in progress with a view to taking the utmost advantage of this expansion. The question arises whether Britain is to be worsted in the competition. The past year has been put to good purpose to learning something of Germany's methods for pushing business and of the hold she has established on China's trade. It is significant that while conditions are fairly satisfactory in most parts of the country, Hankow should suffer most from money stringency due to decreased exports. The circumstances reflect the extent to which the local export trade was in the hands of Germans before the war. A Special Commissioner of the Board of Trade has been inquiring into the prospects of British trade in China, but, if the fullest benefit is to be obtained from his investigations, his visit must not be merely a flash in the pan. Not only must British merchants take his warnings to heart and act upon them, but the Government ought to supplement its Commissioner's good work by appointing him and others to assist in the carrying out of his recommendations. Between the merchants' "Do something to help us" and the Government's "Do more to help yourselves" there is danger of British interests falling to the ground. Both parties should do their utmost, without waiting to see whether the other is moving also.

FREIGHT MARKET.

Messrs. Snowman & Co., in their freight circular dated Hongkong, February 18th, state:—

We reported last under date of 5th inst., since when freights have reached a point never before recorded. The rate Saigon to this, which a fortnight ago stood at 55 cents—the highest then ever known—has in the interval steadily advanced to 65 cents, with the exception of a Japanese vessel of 65,000 piculs carrying capacity getting free at Saigon accepting 35 cents per picul. The Bangkok-Hongkong rate is at present nothing better than 70/63 cents, which has tempted some of the regular Bangkok boats to compete for the more profitable business from Saigon presently offering, and this resulted in a good many fixtures in the latter direct on.

At the close the local market for Saigon-rice has dropped somewhat, whereas, on the other hand, the price for Bangkok rice has risen by 30 cents per picul since yesterday, but with the scarcity of tonnage to be reckoned with, rates, with some possible fluctuations, should remain firm at last quotation.

There is still a good demand for loadings end of this and beginning next month, and further offers at 66 cents have just been made for early next month loading.

Saigon-Philippines.—Reports from the Philippines to hand are to the effect that milling has been delayed up country and this, in combination with a short supply in Southern provinces, lack of transportation facilities, and a growing belief that the crop will be less than anticipated, has created a demand from Saigon, where rice is comparatively cheap. A Philippine-owned vessel has been fixed at 80 centavos for Cebu, and another small vessel of 14,000 piculs for 85 consecutive trips at 80 cts. to Manila and 85 cts. to Cebu and/or Iloilo, whereas a local vessel was taken up for another trip on basis of 35,000 piculs at 85/87 cents per picul to 1 option 2 ports P.I. respectively.

Saigon-Java.—Owners can do much better in all kinds of other directions and are not interested at the moment in such freights at anything near the rates indicated by charterers, not even with the guarantee of securing a sugar freight from Java to Hongkong at 30 cents, at which latter rate a Japanese steamer is just reported fixed.

Bangkok-Hongkong.—A small "outsider" was fixed at 65/53 cents. The berth rate now stands at 70 cents, but with the anticipated better rice market, locally the rate should advance to at least 75 cents ere long.

Dalmy-Canton.—A solitary fixture has come to pass at the enhanced rate of 90 cents against 55 cents per picul.

Coal freights from Japan remain exceedingly firm and Yen 4 per ton is now offering any size prompt and forward delivery. Freights from Hongkong-Port Courbet and Haiphong to Canton-Swallow have, as can only be expected, been altogether neglected, although tonnage could be placed at \$6.50 to \$7 per ton.

Sail Tonnage in Port.—None.

Messrs. Snowman & Co.'s latest advices received from London, dated 7th January, 1916, are as follows:—

We have again to report further increased rates in every market.

Far Eastern Trading.—With rice markets indicating 150/-, owners of tonnage in this direction will not entertain anything like what bean Charterers can afford to pay, and we again have no fixtures to advise.

Rice.—Although these Charterers are exceedingly anxious for tonnage, no fixtures have been done, and rates are rising daily. In addition to the difficulty with regard to the shortage of tonnage, Japanese steamers, which were the sole remaining hope of the rice people, are now declining to come via the Suez Canal and rice Charterers are now arranging to bring their cargoes via the Cape, which route, however, will, of course, mean still higher rates of freight.

India.—Bombay has now paid up to 117/6, and Calcutta has repeated 147/6 d.w. basis. Madras Coast and Malabar Coast are badly wanted boats, and are willing to pay equivalent rates to Bombay and Calcutta.

Time Charter.—Business has been very difficult to effect, owing to the scarcity of tonnage, and also the increased rates asked for by owners. For Transatlantic trading, a large boat has accepted a lump sum, which works out at about 50/- on the d.w. for the run home from the States with re-delivery U.K. This is a rise of 2/6 on the last fixture in less than a week. For 12 months Transatlantic trading 30/- can now readily be obtained for British steamers, and for Eastern-ports, owners are accepting 27/6. Meantime, there is still a good demand for handy steamers for time charter for the home coal trade, and if any suitable boats were on the market they could obtain quite remunerative rates.

NEW WAY OF HANDLING SUBMARINES.

A Madras paper has received from one who witnessed the event at close quarters a most interesting account of the destruction, some time ago, of a German submarine. The presence of the hostile submarine having been detected, the small vessels used for chasing and trapping them steamed rapidly and irregularly in diminishing circles until it was certain that the submarine was thoroughly entangled in the huge nets between them. They then proceeded to lower powerful charges of a certain explosive to the depth at which the trapped submarine was estimated to be, and an electric current was applied. Such terrific explosions destroy the submarine if they occur near it; if they occur some way off, they cause so huge a disturbance below the surface that the submarine is driven up, and then, if not already smashed, it falls an easy prey. The Germans are understood to dislike this method of dealing with them. Nor do they approve of a certain other method of combating boats with nets independent of boats, whereby the enemy submarine commits suicide.

WHEAT ANOMALY.

BUMPER WORLD CROP AND HIGH PRICES.

Messrs. H. N. Bathgate & Co., of Bristol, give the following mid-season estimates of the world's wheat crops for 1915-16:—

Country	Quarters
U.S.A. (final official)	123,300,000
Canada	35,000,000
India (harvested April-May, 1915)	49,000,000
Russian Empire	100,000,000
United Kingdom	8,750,000
France	32,000,000
Austria-Hungary and Dependencies	25,000,000
Italy	22,000,000
Rumania	11,000,000
Balkan States	6,500,000
Spain and Portugal	17,000,000
Other European countries	4,000,000
Northern Africa and sundries	6,000,000
Australasia	15,000,000
Argentina and Uruguay	20,500,000
Chile	1,500,000
Total	407,350,000

In commenting on the figures the writer of the report says they show that the result is even more satisfactory than originally appeared, and the total world's crop is far greater than anything previously known. High prices in time of great abundance are being experienced, the primary reason being the difficulty of moving grain from one part of the world to another, or rather, the excessive freights demanded by shipowners for performing this service.

"The present situation in regard to prices," continues the report, "is, according to theory, entirely anomalous, and the most remarkable feature is the high price ruling in North America in a year when it will be found difficult to export the huge existing surplus before the end of the season. A number of theories have been suggested for the present advance in North American markets, and a great deal of the blame is attached to the Canadian Government for commandeering a certain quantity of wheat. That probably had something to do with it; but there are doubtless also other reasons."

"Certainly we think that financial magnates in New York have endeavoured to force up the price of wheat; then, again, it is reported that Germany has been buying in America for delivery 'after the war is over.' We have also to remember that the Australian Commonwealth has converted itself into a huge grain trading concern, and it seems apparent that the Australian Government is determined to get the very last farthing for every pound of wheat that it sells, although the expectation was that Australia would come to the assistance of the Mother-country in helping to keep down the price of wheat."

"One good feature was the fact that Australia announces that definite arrangements had been made for the export of at least 1,200,000 quarters of wheat during January and February. From another source we learn that Argentina will also export not less than 1,000,000 quarters in the first six or eight weeks of the season, and the fact of these two exporters entering the market at this time should render us very much less dependent on either U.S.A. or Canada."

SEA POWER AND POLITICAL GOLIATHS.

No national crisis can, it seems, be weathered without invoking the name of Oliver Cromwell. When Lord Rosebery violently ruptured the Nonconformist conscience by winning the Derby, it was only through his being able to prove that the Protector himself was a votary of the Turf that he retained the dominant position so essential to a Prime Minister. Mr. Asquith himself has, in his turn, drawn considerable dialectical nourishment from Old Nell. And now the Navigation Act is being cast in the teeth of the Ministry in order to prove how little they have guarded the maritime supremacy which the Commonwealth gave us. Where the critics err is in the endeavour to draw a parallel between the circumstances obtaining in 1651 and to-day. A score of Navigation Acts would not have given us the command of the seas had Blake failed to trump von Tromp, and a hundred Declarations of London (had such insanity been dreamed of a century ago) would not have compelled the shipping of the world to strike topsails when the British flag was sighted. It was the force of arms that made the Navigation Act a working proposition, and it was Trafalgar that compelled courtesy. To-day we are stronger on the waters than we have ever been in the whole course of our history, and yet Lord Crewe trots out as an excuse for inaction "the trammelling conditions of international law" and Lord Robert Cecil glows himself into a white heat over our neuritic hysteria. The conditions which seem so sadly to hamper Lord Crewe can only be deemed effective so long as they are equitable, and we are the people to say whether they are just or not. This is no time for juridical niceties or pretty prattlings of potatoes, prunes, and prisms. We are armed with a weapon which could bring the war to a close and we are not using it to its full extent, and no sobs of piracy or buccannery will ever convince me that we are doing our duty so long as we deliberately forego an advantage because we are frightened of brushing aside some worn-out legal cobwebs.—*Fairplay*.

GERMANY'S MERCHANT SHIPS.

It rests with the Allies to decide when Germany shall again take the seas, and it does not by any means follow that that freedom will come with the signature of peace. For without British, French, Russian and Italian ports to call at—not to mention those of Japan—German vessels could not be run at a profit, says Mr. Archibald Hurd in the *Daily Telegraph*. So long as the war lasts Germany cannot break the iron construction which has been placed upon her, and when the war ends that construction, in a modified form, can be continued by the Allies until Germany has made the fullest reparation to those against whom she has signed. The price will be a high one, but paid it must be. The massacre of Belgium and the submarine piracy demand the most determined, ruthless measures.

THE FUTURE OF TRADE.

CANDID COMMENT ON THE GERMAN CHARACTER.

The Scorchier in the *Motor-Trade*, writing on "The Future of Trade," says:—I have seen it stated in print more than once recently that the Government is doing absolutely nothing in regard to the trade of the future. That is the sort of statement that is usually made by some writer who doesn't know a ha'porth about it; but is simply carrying out the instructions of the party for whom he works. Why should he care? He gets paid for his stuff, and there the matter ends so far as he is concerned. The two recent speeches by Mr. Runciman ought to be posted up on the walls and boardings, as they do with speeches in France, for they show clearly that not only is the Government thinking about the trade of the future, but that it is very wide-awake as to the likely position, the difficulties, and the possibilities. I said shortly after the war started that in all probability, no matter what happened, Germany had ruined herself industrially and economically for at least a generation. I am more convinced than ever of that, and the longer our Navy struggles her the more true will it become. No sooner will peace be signed than she will push her trade for all she is worth; but, for my part, I maintain that Germany ought to be boycotted by all civilised countries till she has fully expiated the most colossal crime that ever was perpetrated against civilisation. She should be boycotted industrially and commercially, as well as socially, politically and in every other respect. When the first German under the Emperor, speaks of a solemn treaty as "a scrap of paper," and when we know that a German will renounce every obligation that doesn't happen to suit him, how can we have any confidence in his contracts? Besides, we know now that they come amongst us and other peoples only to betray us, and we also know that they are extra amiable in their feelings towards this country. I know that there are decent Germans, fine chaps, splendid fellows; but we have to take the German in the lump, and taking him in that way we know that he is by evolution a degenerate; by breeding a brute; by instinct a bully; by nature a traitor; by profession a spy; by culture a cad; by accomplishment an assassin; by training a murderer—a lying thief and scoundrel whose desire is to "do" anyone who has the misfortune to have dealings with him. Therefore, although I am a Free Trader—it is worth noting, by the way, that the protected countries involved took the excess off when the war broke out—I shall vote for any scheme that will tend to make it impossible, or even difficult, for Germany to regain the place in the world's markets that she occupied formerly. The same applies to Austria. I give them both fair warning. It is pretty certain that if Germany's trade enables her to get back to anything like the position she was in a couple of years ago, we shall have all this bloody tragedy enacted again in a few years. That is what has to be guarded against at any cost. No doubt, there are people who probably consider themselves "patriots," and who are patriotically making inflated profits at the present juncture, who will be keen to deal with Germany when opportunity arises. It is to prevent this that strong measures may become necessary.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

- 1.—Capt. G. G. Wood is granted leave of absence from 21st February, 1916, to 3rd April, 1916.
- 2.—Parades for to-day, nil.
- 3.—On duty to-night: Right Section: Mr. G. G. Co. On duty to-morrow: No. 2 Section: Artillery Battery: Lieut. Preston. Orderly Officer: G. E. STEWART, Capt. Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MUSKETRY PART II.

The highest scores made on Sunday, February 20th, were as follows:—

1. P. Rozz (2nd)..... 74
2. D. C. Baptista (4th)..... 70
3. F. M. Cruz (1st)..... 69
4. H. M. M. Remedios (3rd)..... 68
5. A. D. Barretto (3rd)..... 64
6. T. M. R. Pereira (1st)..... 63
7. J. M. Brito (2nd)..... 57
8. C. A. P. Xavier (2nd)..... 56
9. J. M. Noronha and M. F. Baptista (2nd)..... 55
10. E. M. Castro (4th)..... 54
- NO. 1 COMPANY, NO. 2 PLATOON.
1. E. S. Ford..... 77
2. T. Ramsay..... 67
3. W. S. Baller..... 66
4. A. Ireson..... 60

WARNING, SUNDAY, FEBRUARY 27th.

All ranks who (1) have passed Part I and (2) have not fired Ranges A to D in Part II, are warned to leave Blake Pier at 9.00 a.m. punctually on Sunday, February 27th, returning from the Range at about 12.30 p.m.

Five men absent without leave on February 20th have been put on default sheet.

ORCHESTRA PRACTICE.

Wednesday, February 23rd at 6 p.m.

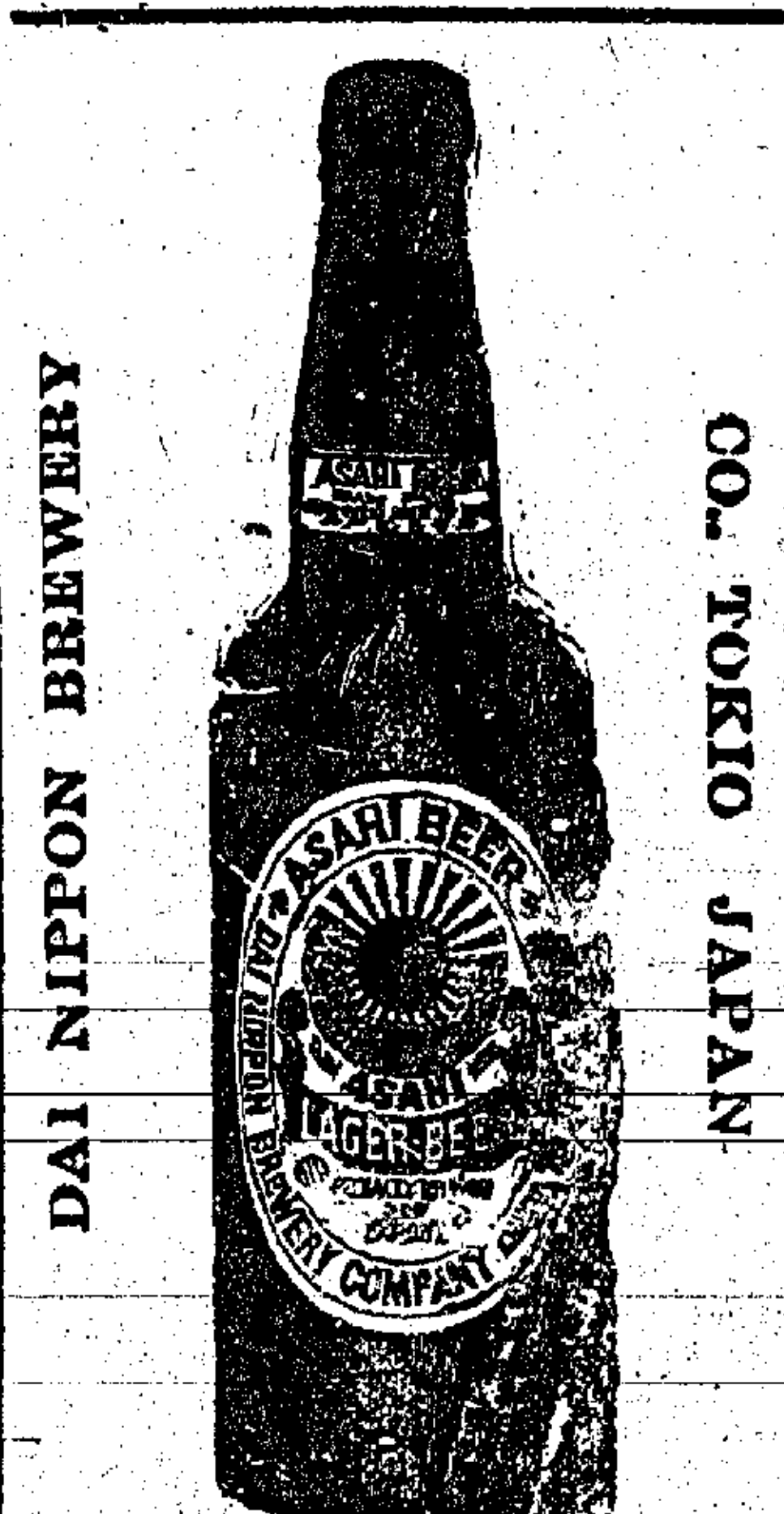
Thursday, February 24th at 6 p.m.

Saturday, February 26th at 6 p.m.

F. C. JENKIN, D.S.P. (R.)

Mr. H. Warner Allen, special correspondent of the British Press with the French armies writes that nothing is more amazing than the elaborate way in which aeroplane photographs are fitted together, like the pieces of a jigsaw puzzle, until they form a whole from which not a single section of the trenches and not a single little point mark that marks a machine gun or mine-thrasher shelter have been omitted.

ASAHI BEER



DAI NIPPON BREWERY CO. TOKIO JAPAN
OBTAINABLE EVERYWHERE.
SOLE AGENTS
NITSU BUSSAN KAISHA
HONGKONG.

NEW ADVERTISEMENTS

WANTED.

A EUROPEAN GIRL to assist daily with a small child.
Apply to— Box 124,
Care of "Daily Press" Office,
Hongkong, 22nd February, 1916. [318]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NANKIN,"
Arrived Hongkong on 21st February, 1916,
From BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted-out-Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia,"
From Persian Gulf, ex s.s. B. I. S. N.
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.
Hongkong, 21st February, 1916. [1]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on THURSDAY Morning, 24th instant.
For Terms for Boarders or Day-Scholars, apply to—
THE HEADMASTER.
Hongkong, 19th February, 1916. [312]

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Offices to the First Floor, PRINCE'S BUILDINGS, CHATER ROAD (late occupied by The Nippon Yusen Kaisha).
BRADLEY & Co., Ltd.
Hongkong, 21st February, 1916. [313]

VICTORIA RECREATION CLUB.

BOXING.

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium at the V.R.C. on SATURDAY, February 26th.

CONDITIONS:

- Two minute rounds and if undecided an extra round of one minute.
 - In 3 weights: 118 lbs, 132 lbs, and 146 lbs.
 - Competitors weigh in at V.R.C. on night of February 24th.
- Entries stating weight to be addressed to 1. DEAKIN, Esq., care of V.R.C., before February 26th. No Entries after Feb. 26th. No Competition if less than 18 entries. The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [195]



NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

BLUE CROSS FUND.

HORSES IN WAR TIME.

THE HONGKONG AMATEUR DRAMATIC CLUB

PRESENTS

"THE ANGEL IN THE HOUSE"

A COMEDY IN 3 ACTS.

BY B. MACDONALD HASTINGS

AND EDEN PHILLIPOTS,

Last Year's Great London Success.

ON SATURDAY, 4TH MARCH, at 8.30 P.M. and MONDAY, 6TH MARCH, at 8.30 P.M.

BOOKING at MOUTRIE'S from FRIDAY, February 26th, at 9 A.M.

PRICES: \$4, \$3 AND \$2.

BLUE CROSS FUND.

Hongkong, 16th February, 1916. [299]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1916.

TO-DAY (TUESDAY), TO-MORROW (WEDNESDAY), AND SATURDAY (OFF-DAY).

FEBRUARY 22ND, 23RD AND 26TH.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th February, 1916. [291]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members and Members-Wives and Families. Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.
Special accommodation will be reserved as in recent years for Chinese Ladies and their female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1916. [292]

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1916. [293]

NOTICE.

WISEMAN, LTD.

IN ORDER to meet the wishes of our Customers who will be attending the RACE MEETING, we are serving hot and cold Drinks at the Cafe from 11 A.M. on MONDAY, TUESDAY and WEDNESDAY. SPECIAL MENU \$1.00 per head or 1/2 Car. Hongkong, 17th February, 1916. [297]

NOTICE.

ALL Persons having Claims against MR. GUSTAV ENGEL, of Messrs. Wm. MAYNARD & Co., are requested to file same with the Liquidators before 15th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [251]

NOTICE.

THE Undersigned BANKS beg to notify their constituents, and the public generally, that on and after 1st March no Comprode's Orders, other than Cash Orders issued by Banks, will be accepted in payment of Collections or amounts due to the Banks; Comprode's Orders will not be received for credit of Constituents' Current Accounts.

(Signed) THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,

THE HONGKONG AND SHANGHAI BANKING CORPORATION,

THE MERCHANTS BANK OF INDIA, LIMITED,

THE YOKOHAMA SPECIE BANK, LIMITED,

THE BANQUE DE L'INDO-CHINE,

THE RUSSO-ASIATIC BANK,

THE INTERNATIONAL BANKING CORPORATION,

THE NETHERLANDS TRADING SOCIETY,

THE NETHERLANDS INDIA COMMERCIAL BANK,

THE BANK OF TAIWAN, LTD.,

THE BANK OF CANTON, LTD.
Hongkong, 17th February, 1916. [290]

WANTED ON THE PEAK.

NURSE or NURSERY GOVERNESS for one little Girl.
Apply to— "P. I. B."
Care of "Daily Press" Office
Hongkong, 16th February, 1916. [290]

FOR SALE.

MEDICAL PRACTICE for SALE in North China.—\$1,000 a Year, 2300 in Contracts. No opposition. Lovely Climate.
Address—
Care of "Daily Press" Office.
[270]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No 10 to .550. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. [289]

PUBLIC COMPANIES

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 54 George Building, No. 6, Connaught Road, on FRIDAY, the 25th February, 1916, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 16th February, 1916. [275]

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 2nd March, 1916, at 11.30 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from 21st February to 2nd March, both days inclusive.
By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, 14th February, 1916. [287]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND DECLARED for the Year ending 31st December, 1915, at the Rate of TWO POUNDS THREE SHILLINGS STERLING together with a Bonus of FIVE SHILLINGS STERLING per Share, is Payable on and after MONDAY, the 21st day of February, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, 19th February, 1916. [314]

HUMPHREYS' ESTATE AND FINANCE CO., LTD.

SHAREHOLDERS ARE HEREBY NOTIFIED that the DIVIDEND on Account of the year 1915 of THIRTY-FIVE CENTS (35 Cents) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Voeux Road, Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th February, 1916. [307]

DOUGLAS STEAMSHIP COMPANY LIMITED.

SHARE CERTIFICATE No. 2908, dated 8th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 18892/18896 inclusive, standing in the Register in the name of DE. JOSEPH WHITLSEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Voeux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company a null and void.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, thirty Shares numbered 7729/7739 dated 16th August, 1910, has been LOST or DESTROYED, and NOTICE is HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.
General Managers.

Hongkong, 10th February, 1916. [259]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 of Five Shares, \$100 each, numbered 46/50, standing in the Register in the name of EUSTACE ALBAN KENYON, having been declared LOST, NOTICE is HEREBY GIVEN that unless the said Certificate is produced to the Society on or before 18th May, 1916, a NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE,
General Manager.

Hongkong, 19th February, 1916. [293]

INTIMATION

HONGKONG RACE MEETING.

MESSRS. A. S. WATSON & CO.

Invite owners of Race Stands

and others to visit their extensive

Wine Vaults and inspect the

magnificent assortment of

WINE, SPIRITS & LIQUORS.

The variety and number of brands

therein stocked enable them to

suit the taste of the most fastidious,

as well as appeal to those to whom

price is a consideration.

For Race Orders full credit will

be given for unopened bottles which

customers may wish to return.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

ESTABLISHED 75 YEARS.

BIRTH.

MIDDLETON SMITH.—At the University, on 20th instant, to Professor and Mrs. MIDDLETON SMITH, a daughter.

Hongkong Office: 10A, Des Voeux Road, C. London Office: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG—22ND FEBRUARY, 1916.

WAR AND THE WORKSHOPS.

The last two or three centuries have given to mankind a wider outlook, a larger universe, than all the sixty or a hundred centuries preceding. We consider NEWTON one of the pioneers of Science and call him a great Englishman, but he could have taught fewer new things to EUCLID than he might have learnt from LORD KELVIN. Whence come the giant strides of the last few generations? They are due to the invention and use of mechanical appliances, which are the pillars of modern civilisation.

The whole extension of our knowledge beyond that of the savage depends upon the means of supplementing by artificial methods our primitive senses. It is the invention and possession of tools, of delicate instruments and mechanical constructions of every sort which differentiates this age from the old days. It is of peculiar, almost pathetic, interest to reflect that many of the modern devices were known, in some form or other, to the ancients. We think of the catapults of ARCHIMEDES, the force pumps of ancient Egypt, and the astronomy of HIPPARCHUS. The torch which flamed for a time in Babylon, Athens and in Alexandria went out and the World was dark for nearly two thousand dismal years.

An enlightened civil power gave way to ignorant and bigoted autocracy. At the beginning of the Christian era fanatical and despotic rulers put back the hands of the clock of progress. To-day the Allies are again fighting to save civilisation. The scientific organisation of industry and of national resources has developed. Evil as is the origin of the war, terrible as are the daily sufferings, we have this consolation—that since its outbreak a remarkable unification of the whole machinery of production and distribution has been carried out. It seems almost certain that there

will also follow the disappearance of the parasites of Society. Ostentatious riches, with the attendant vulgarity and their inevitably debasing influence, will certainly be frowned upon for the rest of our lifetime.

In one of his flashes of genius, Mr. LLOYD GEORGE has expressed the present state of affairs by saying that "the hammering of forges to-day is ringing down the church bells from one end of Europe to the other." He has said that "it is an engineer's war and it will be won or lost owing to the efforts or shortcomings of engineers." It is extremely fortunate for our cause that private enterprise has, in the past, developed such huge establishments as the Armstrong and Vickers works. For the last century Great Britain has been developing her manufacturing resources. Asia has been stirred by modern commerce because it was necessary to find new markets for the products of Lancashire, the Midlands and similar centres of industry. Before the war there were signs that systematic organisation by the firms at home would enable them to compete more favourably for the markets abroad. When the war is over we shall have at least twenty-six new establishments which will belong to the Government. It may be simple enough to beat the sword into a ploughshare, but it will not be easy to provide work for these new factories as well as all the older ones. Adaptability is one of the best virtues of this age, and doubtless the same genius which has enabled the British to turn bicycle factories into workshops for making aeroplanes will also help to make the transition from munition-making back to ordinary commercial products less difficult than some of us think will be the case. The crisis will come soon after peace has been declared. As the State has thought fit to control the factories while they produce weapons of destruction, it is by no means improbable that the State will also generally supervise them when the desperate effort is made to boom trade so that the cost of the war may be met without causing undue suffering and hardship. That, at all events, would appear, from a cable which we publish this morning, to be the view of the Hon. E. S. MONTAGU, Secretary to the Treasury.

Perhaps the greatest lesson of the war will be the advantage of discipline. If it comes to the workshops from the new armaments it will make all the difference in the world to the spirit animating the artisans. Those who have worked side by side with the British workmen tell us that at heart he is quite sound. Many of the troubles which have led to strikes can be traced to a desire for better conditions. The spread of publicity by the newspapers, the universal education of all classes, has led the workers to expect very much more than satisfied their fathers. Undoubtedly the stupid flaunting of wealth by those who have come by it quickly gave less fortunate people the impression that they were being exploited. It is probable that a future generation will think that taxation was badly arranged which did not enforce some of the sterner virtues such as thrift. If we live the simple lives of their fathers, it would have been quite possible to commence this war without the legacy of the National Debt left to us by the campaigns against Napoleon. We need not, however, be unduly alarmed about the future. Our workshops at home are well equipped, we inherit a great deal of knowledge concerning the laws of Nature which will enable us to utilize materials hitherto of little value, and there is a great increase in labour-saving devices so that the output per capita of the working population is greatly multiplied. After the war the workshops will need raw material and a market for their products. China will supply both. It is not being too sanguine to believe that instead of civilisation being wrecked by this war, it may, on the contrary, be developed in Asia, especially, more rapidly than would otherwise have been the case.

Mails for Europe via Siberia close to-day at 11 a.m. and at 5 p.m.

Lient. C. A. S. RUS, R.G.A., reported to the police that a thief or thieves stole two overcoats from the officers' mess at Lynton Barracks.

Brev.-Col. A. A. McHardy, D.S.O., R.G.A., formerly D.A.A.Q.M.G. in Hongkong, has been promoted to the substantive rank of lieutenant-colonel.

A woman who had nine tacks of opium concealed in a hand which she was wearing round her waist to hold up her trousers, was yesterday fined \$800 by Mr. Hazland. The alternative was three months' imprisonment.

Inspector Gordon made application before Mr. Hazland at the Magistrate's yesterday for the confiscation of 2,045 lbs. of raw opium found in the engine-room and stockhold of a Blue Funnel steamer by the Chief Engineer, John McDonald. It was not entered in the manifest. The order was made as requested.

The weekly return of communicable diseases shows that during the past week four fatal cases of enteric fever were notified; one patient was Portuguese and the rest were Chinese. There were also notified three cases of diphtheria (one Italian and the rest Chinese), one being fatal; and three cases of small-pox (all Asiatics), two terminating fatally.

RANDOM REFLECTIONS

The opponents of constitutional reform may be trusted to point many morals from the recent Sanitary Board election. They will discover in the smallness of the poll an evidence of apathy in public affairs, and in the overwhelming success of the Portuguese candidate an indication of what is likely to happen if any approach to representative government is introduced into the Colony. It would be just as absurd, of course, to argue that because the average Londoner, who lives outside the Metropolitan area, shows an utter lack of interest in the election of the Council for the parish in which his dwelling is situated, he should be deprived of a vote for the London County Council, the City Corporation, and Parliament itself.

The simple truth, of course, is that the Sanitary Board exercises very limited powers and that these are not of a nature to arouse anything like wild enthusiasm in the breast even of the most public-spirited man. Moreover, at the recent election, there was no question of policy at issue, nor was either of the candidates well known to the general community. Dr. Earle is a new-comer and did not evince any real interest in the contest, for he was not even present when the votes were counted. Dr. Ozorio, on the other hand, had lived in the Colony all his life and made a strong appeal to the Portuguese community, who appear to have resented the suggestion that, if returned, he would watch only their particular interests. I am told, however, that he did not count upon more than 200 votes from this source, so, if this be correct, he must have received considerable support from other sections of the electorate. It would be interesting to know, by-the-way, how the register of voters is prepared, and why the elections are advertised only in the *Government Gazette*—an admirable publication of its kind, but not, it is to be feared, read as widely as it should be.

Hongkong will give itself up to enjoyment this week, and very little serious business will be done beyond that which is absolutely necessary. Some of those who wrote letters to this paper protesting against the holding of the annual racing carnival in this time of stress will no doubt be greatly shocked at the scene of animation which Happy Valley will present during the next few days, and, before the week is out, there will be many who, ruefully reviewing their finances, will agree with "Puzzled" that gambling is every bit as bad as gambling.

A very regrettable incident occurred at a certain place of amusement in the Colony the other evening owing to the bad manners of several young men who must subsequently have felt very much ashamed of themselves. The building was crowded, and the programme, which was exceptional for Hongkong, was proceeding merrily, when some "knuts" in the front row, immaculately attired in evening dress, conceived the brilliant idea of amusing themselves by imitating badly-injured cats. A sergeant of police and a constable appeared on the scene for the purpose of ejecting them, but the leading member of the performing Company, with great forbearance, asked the police to stay their hands. His generosity, unfortunately, was not appreciated. For a time quiet was restored, but before long the young bloods, some of whom had obviously been pouring out copious libations at the shrine of Bacchus, broke out again into vulgar buffoonery. On this occasion they neither deserved nor received any consideration. The police were called in, the interrupters were put out, and the performance proceeded. The occurrence must have been very distasteful to the other Britons present, for, to make matters worse, one of the silly youths was wearing khaki at the time. It was distinctly "bad form" to say the least of it.

The Volunteer Reserves must be a very vain lot of men. "B and O" Companies faced the camera, and the ordeal proved extremely trying. I am told, to the most robust of the "old brigade." Some stood their ground with the stoicism born of that rigid adherence to discipline which is the hallmark of the true soldier. There were others, alas! who prolonged the agony by their facial grimaces and persistent endeavours to secure the correct military pose at all costs. The more venerable of the Reserves appear to have proved the most trying to the worried photographer. If they felt that the correct posture had not been secured, up-would-go a hand and the picture would be spoiled. One more word regarding the Reserves. According to a recent notice, "the new 1914 platoon drill will be adopted" on March 1st, 1916! Nothing like keeping well abreast of the times and showing that you are not a back number.

RODERICK RANDOM.

THE WAR.

RUSSIANS COMPLETING ROUT OF TURKS.

ENEMY UNABLE TO EFFECT JUNCTION.

MUCH ACTIVITY IN WEST.

GERMAN AIRCRAFT AGAIN BOMB ENGLISH COAST.

CONQUEST OF CAMEROONS COMPLETED.

INDUSTRIAL DISTRESS IN BELGIUM.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TURKISH ROUT IN ARMENIA.
FURTHER RUSSIAN SUCCESSES.

PETROGRAD, February 19th.

A communiqué says—We stormed the towns of Mush and Ahlat.

In pursuing portions of the Erzerum army we turned and captured remnants of the 34th Division, together with thirteen guns, north-west of Erzerum, and remnants of a regiment in the vicinity of the Erzerum road.

In the assault on Erzerum one of our corps captured 240 guns.

TURKISH COMMUNICATIONS CUT.
PETROGRAD, February 21st.

The Russians' capture of the towns of Mush and Ahlat gravely affects the Turkish positions. It completely cuts off communications between north and south and prevents the Turkish forces from effecting a junction.

GRAND DUKE NICHOLAS VISITS ERZERUM.
PETROGRAD, February 21st.

The Grand Duke Nicholas has gone to Erzerum.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SMALL GERMAN ATTACK REPULSED.

PARIS, February 19th.

The Germans yesterday evening attempted a small attack to the north of Blangy, in Artois, which was easily repulsed.

MUTUAL ARTILLERY ACTIVITY.

LONDON, February 19th.

A communiqué says:—Early on Friday morning the Germans made raids into our trenches near Gommecourt, capturing a few prisoners. We had seven killed and wounded. Last night there was some mutual artillery activity about Hooge. To-day we bombarded a strong enemy point near Le Bouquet.

A BRIEF LULL.

PARIS, February 20th.

A communiqué says that there is nothing to report.

ARTILLERY SHELL ENEMY INFANTRY COLUMN.

PARIS, February 20th.

A communiqué says:—In Artois, north of Hill 140, we exploded a mine under a German salient, which was wrecked. Our artillery shelled an enemy infantry column north of the Aisne and also bombarded some enemy works in Lorraine, causing fire, and some German trenches in upper Alsace.

RAID ON ENEMY AERODROME.

LONDON, February 20th.

A British communiqué says—Our aeroplanes made a successful night raid on the Cambrai aerodrome. Bombs were dropped which exploded inside the sheds. The machines returned safely.

Last night a raid against our trenches west of Serre, after a heavy bombardment, failed completely.

South-east of Bessinghe the enemy seized an unimportant advanced post.

[THROUGH REUTER'S AGENCY.]

GERMANS ATTEMPT TO CROSS YSER CANAL.

PARIS, February 21st.

The evening communiqué states that, after a violent bombardment, the Germans attempted to cross the Yser canal at Steenstraete. Some groups reached our front trenches, whence they were promptly dislodged.

An aeroplane dropped several bombs on Duskirk without damage, and two other bombs fell in a field at Luneville.

There have been violent bombardments and minings in Champagne, Argonne, on the Meuse, and on the Moselle. The enemy suffered severely.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

BULGARS AND GREEKS IN CONFLICT.

SALONIKA, February 21st.

A Bulgarian patrol crossed the frontier at Doiran and came in contact with the Greeks. The Bulgarians retired, losing two killed. One Greek was wounded.

ENEMY CONSULS ARRESTED.

ATHENS, February 19th.

The Allies have arrested enemy Consuls at Scio, and have taken them on board the warships.

GENERAL SARRAIL.

ATHENS, February 19th.

General Sarrail is arriving on Monday and will be received by the King.

ALLIES OCCUPY GREEK ISLAND.

ATHENS, February 19th.

The Allies have occupied the island of Othonus, north of Corfu.

[HAYAS SERVICE.]

ATTITUDE OF GREECE.

EXPLANATION BY PRINCE NICHOLAS.

PARIS, February 19th.

Prince Nicholas of Greece has sent to *Le Temps* a long letter, explaining the attitude of Greece, in order to clear up all misunderstandings between her and the Allies. He affirms that the feeling in Greece is of two sorts: one urging Greece to co-operate in the war on the side of the Allies, and the other advocating the maintenance of neutrality. He says that Greece never intended to participate on the side of the Central Powers and that she will always preserve the best feeling for the nations who contributed so much to her regeneration.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

DANISH SHIP SEIZED BY ENEMY.

ELMHORNE, February 21st.

The Danish East Asiatic liner *Bandon* has been seized by the Germans.

THE "APPAM" CONTROVERSY.

WASHINGTON, February 20th.

The owners of the *Appam* have brought Admiralty proceedings to regain possession of the liner.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

LAIBACH BOMBED BY ITALIAN AEROPLANES.

ROME, February 20th.

A communiqué says that a squadron of Italian aeroplanes raided Laibach yesterday morning. It was shelled en route by numerous batteries, and was attacked by groups of enemy machines. The squadron, however, reached its objective, descending from the clouds above the town and dropping dozens of grenade mines and bombs. All returned safely with the exception of one, which was attacked and surrounded by six Austrian machines and compelled to descend into enemy territory.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ENGLISH COAST AGAIN ATTACKED BY AIRCRAFT.

LOWESTOFT AND WALMER BOMBED.

LONDON, February 20th.

German aeroplanes have raided Lowestoft and Walmer. Three have been killed and one wounded.

A communiqué says:—Two German bi-planes made a five-minute raid on Lowestoft at 10.55 in the morning, dropping seventeen bombs. They then rose to a great height, and seemingly vanished. There were no casualties, but the out-buildings of a restaurant and two dwelling houses were damaged.

Two naval seaplanes rose and pursued the aeroplanes, but without result.

At 11.20 German seaplanes dropped bombs in the vicinity of the Kentish Knock Lightship. Another dropped six bombs at Walmer at 11.27. Two bombs destroyed the roofs of houses, and another fell close to a church, the windows of which were shattered. The congregation at the time were singing the *Te Deum*. The third fell on the beach, killing a civilian and one marine. The total number of casualties are:—Two men and one boy killed, and a marine wounded.

Two aeroplanes rose at Dover, flew to Walmer, and pursued the raiders, but failed to overtake them.

INDUSTRIAL DISTRESS IN BELGIUM.

GERMANY'S POLICY OF ROBBERY AND OBSTRUCTION.

LONDON, February 20th.

Sir Edward Grey, in a Memorandum regarding the industrial distress in Belgium, says that Great Britain offered months ago to send raw materials for the industries of Belgium through the Relief Commission, provided that Germany permitted free importation and did not requisition stocks.

Four months had elapsed, and Germany had not replied. Indeed, it is perfectly clear that the Germans intend to proclaim that the distress was due to the Allies, while determined that the industries shall not be relieved until they have taken the last ounce of raw materials and goods to Germany and driven Belgian labour to emigrate to Germany or work in Belgium for the Germans.

Figures which were given show the immense amounts of material taken from Belgium.

Sir Edward Grey concludes that, in view of Germany's fixed policy to impoverish Belgium, the British Government must disclaim all responsibility towards the Belgians for the evils which Germany refuses to remove.

MUNITIONS FACTORY DESTROYED.

LOSS OVER A MILLION DOLLARS.

KINGSFORD, February 19th.

A munitions factory has been destroyed by fire.

The loss is said to be over a million dollars.

RESTRICTION ON TOBACCO.

UNEASINESS IN CUBA.

HAVANA, February 19th.

The British restriction on the importation of tobacco is causing uneasiness among the Cubans, who are appealing to be allowed to fulfil existing contracts.

[THROUGH REUTER'S AGENCY.]

RECRUITING IN BRITAIN.

YOUNGEST CLASS TO BE CALLED UP.

LONDON, February 20th.

It is expected that the first Derby group, consisting of bachelors under nineteen on August 15th last, will be called up this week.

APPEALS FOR EXEMPTION.

LONDON, February 20th.

The London Munitions Tribunal arranged to sit daily, owing to the large numbers of appeals for exemption.

The Munitions Tribunal at Kirkby Stephen sat for five hours yesterday. There was a crowded attendance, the farmers appealing against the enlistment of farm hands. Some of them threatened to abandon their farms if the men were enrolled by conscription. Eventually the majority of them were exempted, as they are necessary for Westmoreland agricultural purposes.

MOBILISATION OF DOCTORS FORECASTED.

LONDON, February 20th.

The approaching mobilisation of doctors is forecasted in a circular from the Local Government Board to the Local Authorities pointing out the necessity for provisional arrangements for enabling every medical man below the age of 45 to place himself at the disposal of the Authorities to take commissions in the Army or Navy if required.

BRITAIN IN A WAR ATMOSPHERE.

THE ONLY THING THAT MATTERS.

NEW YORK, February 20th.

A striking interview by an American correspondent with Mr. Bonar Law is published. The Minister said that the Allies were greatly improving in the directing of the war and in unity of control. He dwelt on the disadvantages which democracies were under in prosecuting a war, but he said, we are now living in a war atmosphere and nothing matters except winning the war. Our army reserves are growing and our recruits are rapidly being trained. He said that he was proud to say that we were enlisting four million volunteers; we had no anxiety as to munitions and were gaining in strength every week.

Mr. Bonar Law spoke of the possibility of the formation of a League of Peace to prevent a repetition of the present calamity. If there were an armed league the United States must be stronger in order to play her part in policing the world, though a reduction of armaments must precede the formation of such a league.

IMPERIAL UNITY.

AUSTRALIAN PREMIER AND FISCAL CONTROVERSY.

OTTAWA, February 20th.

The Right Hon. Thomas Hughes, Premier of Australia, has been sworn in as a member of the Privy Council.

Afterwards he attended a meeting of the Canadian Cabinet, at which Imperial affairs were discussed. The event is unique, and unparalleled in the history of Canada.

There was a brilliant gathering at the luncheon to the Right Hon. T. Hughes, the Australian Premier, who received an ovation. He affirmed that the war had brought perfect unity to the Empire. He described Germany as a man-eating tiger which had made offers to the Dominions in order to deal with each victim in turn. He was proud indeed of the work of Canada, Australasia and India, and immensely gratified at the record of South Africa. There was little fear as to Britain's financial position; her resources were so great that she had not yet begun to feel the strain.

He concluded by saying that the war had settled the fiscal controversy. The Allies would probably form an economic *Entente*, while the Empire would rely more on its own resources. The war had re-vivified Britain's industries.

NEW PRIVY COUNCILLOR.

LONDON, February 20th.

Lord Chelmsford has been appointed a Privy Councillor.

[THROUGH REUTER'S AGENCY.]

POLITICS AFTER THE WAR.

STATE CONTROL OF INDUSTRIES.

LONDON, February 20th.

The Hon. E. S. Montagu, speaking at Cambridge, said that postwar conditions might necessitate a complete change in the Fiscal system, and a large measure of State ownership of State control of industries. These questions were bound to assume tremendous importance.

Both Liberals and Conservatives should preserve an open mind where such things were concerned, and also regarding our relations with the Dominions, which might have to be considerably altered.

LABOUR ORGANISER ARRESTED.

FOR ORDERING A STRIKE OF MUNITION WORKERS.

LONDON, February 20th.

Thomas Rees, Secretary of the London District of Amalgamated Engineers, was charged at the Police Court with impeding and delaying the production of war material by ordering a strike in a controlled factory on the question of payment for night work. The case stands adjourned for a fortnight.

ARMENIAN MASSACRES.

AMERICA'S BELATED PROTEST TO THE PORTE.

NEW YORK, February 19th.

Mr. Lansing has cabled instructions to the Embassy at Constantinople to protest to the Porte against the Armenian massacres, and expresses the hope that the perpetrators will be punished. If there is a repetition of the massacres the American Government will be compelled to take more drastic action.

TORPEDOING OF MERCHANTMEN.

SUBTLE GERMAN SUGGESTION.

AMSTERDAM, February 19th.

A German communiqué quotes a New York telegram to the effect that Germany has postponed the torpedoing of armed merchantmen until April so that the United States will be able to warn Americans asking for passports on such vessels. Berlin pretends to have no knowledge of this, but obviously it is a German subtle suggestion to trap the United States.

CONQUEST OF CAMEROONS COMPLETED.

LAST GERMAN GARRISON SURRENDERS.

LONDON, February 19th.

It is officially stated that the German garrison at Mora, in the northern Cameroons, has surrendered. This completes the conquest of the Cameroons.

Mr. Bonar Law has telegraphed his warm congratulations to the commanders and the troops.

BONUS TO TIME-EXPIRED REGULARS.

LONDON, February 20th.

Soldiers and non-commissioned officers who have completed their original enlistment of twelve years, or any further period for which they were retainable under the Army Act, and who agree to continue their service for the duration of the war, will receive a bonus of £15.

WHEAT FOR THE ALLIES.

MELBOURNE, February 20th.

The *Age* says that, irrespective of the Allies' purchase of 200,000 tons of Australian wheat, it is understood that negotiations have been completed by which the Allies' International Purchase Commission is making unlimited purchases, and is possibly taking the whole of the exportable surplus.

FIVE ITALIAN CLASSES CALLED UP.

ROME, February 20th.

Five more classes in Italy have been called to the colours.

NOTORIOUS ADVENTURER RE-CAPTURED.

NEW YORK, February 20th.

Tribitch Lincoln has been re-captured.

[HAYAS SERVICE.]

FIRE AT GENOA.

FOREIGNERS ARRESTED.

PARIS, February 20th.

A violent conflagration has broken out in the harbour at Genoa. Two foreigners have been put under arrest.

[THROUGH REUTER'S AGENCY.]

"COMRIE CASTLE" ASHORE.

NO DANGER.

LONDON, February 19th.

The s.s. *Comrie Castle* went ashore while entering Mombasa, and is now on Leven Reef. Assistance has been rendered, but she is still fast. Passengers have been sent ashore.

It is hoped to float her in the afternoon after removing some of her cargo. Her position is described as not dangerous.

THE FLOODS IN HOLLAND.

FARMERS FEAR A CATASTROPHE.

AMSTERDAM, February 20th.

The floods which were subsiding in the districts of Zaandam, Monnikendam, and Polder are now increasing. It is impossible to use the sluices. The sea is rushing across the great Wyde Wermer dyke near the scene of the disaster in 1893, and the farmers are fleeing, fearing a catastrophe.

[HAYAS SERVICE.]

THE SITUATION IN CHINA.

A DENIAL.

PARIS, February 20th.

From Peking it is officially denied that Lungchow has been captured by the rebels.

[FROM OUR OWN CORRESPONDENT.]

CHINESE ABROAD.

AN INTERESTING MEMORIAL TO THE THRONE.

PEKING, February 20th.

The Ministries of the Interior, Education, and Commerce have memorialised the Throne, as suggested by the Chinese Consul at Singapore, regarding the Chinese resident overseas, as follows:—

Firstly, that pardons be recommended of suspected rebels.

Secondly, that Chinese overseas be induced to return to China to start industrial and commercial enterprises.

Thirdly, that the children of Chinese abroad should attend higher schools here, such educational facilities as are necessary to be provided.

The Emperor approved the Memorial, which was referred to the Ministry of Foreign Affairs.

THE RICKSHA COOLIE NUISANCE.

POLICE RESERVIST ASSAULTED.

At the Magistracy yesterday morning, P.-c. Arnold (Reserve) charged a ricksha coolie with rushing at pedestrians near Blake Pier on the 20th inst., and with assaulting the Police in the execution of their duty. The constable deposed that the coolie rushed at people coming off one of the ferry-boats and knocked down a woman and a child with his ricksha. He then ran away, but was arrested, after a chase, outside the King Edward Hotel.

The coolie then assaulted the constable, biting his arm in several places and damaging his uniform. The first charge was dismissed, but for assaulting the Police the coolie was fined \$15 with the alternative of fourteen days' imprisonment.

The *ruess*, employed by the British sailor during the present war, when they come to be related will make one of the most fascinating and romantic chapters in the history of the sea. The time for relating them will not come yet, but a good sample of the sort of thing to be expected may be seen in the latest report from the Cameroons. The enemy was very anxious to board some wrecks in the river which promised to yield a good supply of useful stores. To prevent this a large number of empty petrol cans were collected on the British flagship, and in due course several picket-boats were despatched to lay these out around the wreck.

The crews made the utmost show of the business for the benefit of the spying eyes ashore, with exactly the result anticipated. The Germans, quite persuaded that a very dangerous minefield had been shown, gave the spot a wide berth in future.

SHIPPING

ARRIVALS.

TAUSANG, British str., 7410, H. S. Malkin, 21st February—Saigon 16th February; Rice and General—Jardine, Matheson & Co.
VAN SPILBERGEN, Dutch str., 1888, B. de Weerd, 19th February—Hongkong 16th February; Coal—Java-China-Japan Line.
VANG, Norwegian str., 873, J. Johansen, 20th February—Saigon 14th February; Rice—Thoresen & Co.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
February 21st.
HANOI, French str., for Haiphong.
LAERTES, British str., for Saigon.

DEPARTURES.

February 21st.
ALCINOUS, British str., for Shanghai.
SINKING, British str., for Canton.

VESSELS EXPECTED.

MERCHANT STEAMERS.
The str. *Glennie* is expected here from London on or about 23rd instant.

PASSENGERS.

Per *Nankin*, Hongkong, from Bombay: Mr. Cairns, Mrs. Chesney, Miss Hogarth, Bishop and Mrs. Robinson, Miss Cowe, Miss Wyeth, Mr. C. Undandass, Mr. Richards, from London, Mr. Parks, Miss Bullen, from Singapore, Mr. Lewis, Mr. Welch, Mr. Rick, Mr. Fane, Miss Brown, Miss Macadam, Mr. De Souza, Dr. Paul, Mr. De Bruin, Miss De Bruin, Mr. Black and native servant, Mr. Kim mel, Mr. Rhodes, and Private Wycheley.

LATEST STEAMER MOVEMENTS.

The str. *Nankin* left Shanghai for this port on the 20th instant at noon, with the homeward English mail, and is due here on the 23rd morning.
The str. *Monteagle* arrived at Shanghai on Saturday, the 19th instant, at 10.30 a.m., left Shanghai same day, at 6 p.m., and is due to arrive at Moji on Monday, the 21st instant, at 3 p.m.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NAMUR,"
Captain A. Collyer, carrying His Majesty's Mail, will be despatched from this port on or about THURSDAY, the 24th February, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s above "Mentia," from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for Italy, France and London (under strange mark) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "Caledonia," due in London about the 5th April, 1916.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. V. D. PARR,
Acting Superintendent.
Hongkong 18th February, 1916.

HONGKONG-NEW YORK

For NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "BERMONT CASTLE,"
about Departing of March.
For Freight and further information, apply to
DODWELL & Co., Ltd.
Agents.
Hongkong, 18th February, 1916.

HONGKONG-NEW YORK

For NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRASAMBA" about Middle of Mar.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 9th February, 1916.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"FULTALA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered, when alongside, by the steamer, and that the discharge will be landed at Consignees' risk and expense.
Cargo remaining on board at Noon on the 21st inst. will be landed at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID BARNES & Co., Ltd.,
Agents.
Hongkong, 21st February, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring at Green Island are marked "A," at Hongkong, "B," mid-way between Hongkong and Kowloon, "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to West Point.

DESTINATION	VESSEL'S NAME	FLAG	NO.	MONTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESTROYED
LONDON, via SINGAPORE, MALACCA, PENANG, etc.	HEAVY, MARY	Brit. str.	100	Jan.	Toulange	NIFFON YUSEN KAISHA	On 24th inst. at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NANKIN	Brit. str.	101	Jan.	A. Collyer	P. & O. S. N. Co.	On 24th inst. at 3 p.m.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NANKIN	Brit. str.	102	Jan.	G. Masley	P. & O. S. N. Co.	On 24th inst. at 3 p.m.
LONDON	KREUSSER	Brit. str.	103	Jan.	Charbonnel	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
MASSACHUSETTS VIA TORRE.	ATLANTIC	Brit. str.	104	Jan.	Higo	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
MASSACHUSETTS VIA TORRE.	ATLANTIC	Brit. str.	105	Jan.	T. S. George	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
VICTORIA, B.C. & SHERBROOK VIA KENNEL.	ATLANTIC	Brit. str.	106	Jan.	J. P. Jones	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
VICTORIA & TACOMA VIA SHANGHAI.	ATLANTIC	Brit. str.	107	Jan.	A. J. Hall	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
MEXICAN, PANAMA & OCEAN PORTS VIA JAPAN.	ATLANTIC	Brit. str.	108	Jan.	D. Dixon	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
NEW YORK VIA SUEZ CANAL.	ATLANTIC	Brit. str.	109	Jan.	H. E. Hamilton	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
NEW YORK VIA SUEZ CANAL.	ATLANTIC	Brit. str.	110	Jan.	Soyda	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	111	Jan.	M. F. Fisher	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	112	Jan.	Taketa	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	113	Jan.	P. K. K. K.	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	114	Jan.	M. F. Fisher	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	115	Jan.	Taketa	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	116	Jan.	P. K. K. K.	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	117	Jan.	M. F. Fisher	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	118	Jan.	Taketa	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	119	Jan.	P. K. K. K.	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.
SAN FRANCISCO VIA MANILA & JAPAN.	ATLANTIC	Brit. str.	120	Jan.	M. F. Fisher	THE HANK LINE, BREMEN	On 24th inst. at 3 p.m.

INDO-CHINA S. NAV. CO. LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STATIONS	TO SAIL
SHANGHAI	"SHANGHAI"	Wednesday, 23rd Feb. 8 a.m.
HONGKONG & HAIPHONG	"TAKANG"	Thursday, 24th Feb. 8 a.m.
Kobe and Moji	"KUMANG"	Saturday, 26th Feb. 8 a.m.
Manila	"FOONGSANG"	Saturday, 26th Feb. 8 p.m.
Manila	"FOONGSANG"	Tuesday, 29th Feb. 8 p.m.
Manila	"YUENSANG"	Saturday, 4th Mar. 8 p.m.

RETURN TOURS TO JAPAN.
The steamers "KUMANG," "NANKIN," and "FOONGSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YUENSANG," leaving Hongkong regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First, Class, passengers and are fitted throughout with Electric Light.
(Taking cargo 300 Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Calcutta, and other ports.)
Taking cargo on Through Bills of Lading to Kobe, Yokohama, and other ports.
Taxes, Usages, Jetties, and other charges.
For Freight or passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 22nd February, 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON

Steamers are dispatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

For Freight or passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 211.
Hongkong, 16th April, 1915.

THE ROYAL MAIL STEAM PACKET CO.

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

HOMeward

TRANS-PACIFIC SERVICE

SAILING TO VICTORIA, VANCOUVER, SEATTLE, TACOMA, AND PORTLAND.

For Freight and passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 211 & 212.
Hongkong, 16th October, 1914.

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.

(PACIFIC SERVICE)

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA" - "EMPERESS OF ASIA"

18,850 Tons Gross Register - Quadruple Screw - Speed 21 Knots.

"EMPERESS OF JAPAN"

Reduced First Class Fare.

"MONTAGLE"

INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO CHANGE)

"EMPERESS OF RUSSIA" - 22 MAY
"EMPERESS OF JAPAN" - 24 MAY
"EMPERESS OF ASIA" - 26 MAY
"MONTAGLE" - 28 MAY

Call at MOJI instead of NAGASAKI.

For further information, Sailings Guide Book, etc., please apply to
J. H. WALLINOR,
GENERAL AGENT.
(110)

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGRA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG connecting with FROM COLOMBO

24th February "SURAT" 18th March

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA, and STRAITS to BELRA, DELAGRA BAY, DURBAN, EAST LONDON, PORT ELIZABETH, and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong 24th Feb. S.S. "MADAWASKA" 20th March

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BLACKBURN STEAMSHIP CO., LTD.)

JAPAN, CHINA, AND STRAITS

UNITED KINGDOM AND CONTINENT

For LONDON, via SHANGHAI, COAST OF CHINA, and STRAITS, call at BELRA, DELAGRA BAY, DURBAN, EAST LONDON, PORT ELIZABETH, and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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From Hongkong 24th Feb. S.S. "MADAWASKA" 20th March

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

Hongkong, 12th January, 1916.

SHIPPING IN PORT

ARRIVALS

AMHUR, British str., 1388, G. W. Eedy, 18th February—Shanghai 16th February; General—Butterfield & Swire.

ABUHALIM, British str., 3013, F. R. Clarke, 17th February—New York 7th October, Railway Material—Bank Line.

CHENPOO, Chinese str., 684, Sinclair, February, 19th—Saigon, February 13th, Rice—Chinese.

CHIKWA, British str., 1362, J. Sidford, 18th February—Manila 14th February; General—Butterfield & Swire.

FOOTON, British str., 1327, D. R. Davies, 17th February—Saigon 12th February; Rice—Butterfield & Swire.

FULALA, British str., 3703, S. G. Cave, 17th February—Calcutta 1st February; General—David Sassoon & Co.

HARLAN, French str., 308, A. Julien, February, 19th—Touane, February 14th, General—Chinese.

HANOI, French str., 707, Morvan, February 19th—Kwongchow, February 18th, General—Marty & Co.

HOPEN, British str., 1393, A. J. Scott, February, 19th—Bangkok, February 7th, Rice and Teakwood—Butterfield & Swire.

JARAL, British str., 3506, C. P. Sedgwick, 15th February—Kobe 10th February; General—D. Sassoon & Co.

KUMANO, British str., 2077, F. Wheeler, 17th February—Singapore 9th February; General—Jardine, Matheson & Co.

MANARU, British str., 1388, Jones, 16th February—Saigon 11th February; Rice and Meal—Order.

NIGHTINGALE, British str., 1393, S. Suzuki, February 20th—Wakamatsu, February 14th, Coal—Mitsui Bussan Kaisha.

NINGPO, British str., 1228, J. A. M. Bullock, February 20th—Saigon, February 15th, Rice—Butterfield & Swire.

PROMETHEUS, Norwegian str., 1024, H. Jensen, February 20th—Kobe, February 14th, Rice—Thoresen & Co.

SHIMIZU, MARU, Japanese str., 1393, T. Naito, February 20th—Moji, February 14th, Coal—Osaka Shosen Kaisha.

S. P. Dutch str., 2888, T. Bandy, February 19th—Singapore, February 13th, General—Java-China-Japan Line.

SHANGHAI, British str., 1034, McIntosh, 13th February—Shanghai 10th February; General—Butterfield & Swire.

SHUN, Norwegian str., 885, D. Hovbrenden, 18th February—Bangkok 9th February; Rice—Thoresen & Co.

SINKING, British str., 1316, C. C. Williams, February 20th—Shanghai, February 17th, General—Butterfield & Swire.

TAKANG, British str., 97, Knight, February 19th—Haiphong, February 13th, General—Jardine, Matheson & Co.

TYAN, British str., 5730, J. W. Read, February 19th—Kutchin, February 15th, General—Butterfield & Swire.

YAI MARU, Japanese str., 1023, Naito, 15th February—Wakamatsu 8th February; Coal—Mitsui Bussan Kaisha.

YAMAGUCHI, British str., 1478, Picknoll, 17th February—Bangkok 7th February; General—Jardine, Matheson & Co.

YANGANG, British str., 1715, T. H. Lihuan, 17th February—Wuhu 11th February; Rice—Jardine, Matheson & Co.

YUNAN, British str., 1306, W. French, February 20th—Saigon, February 14th, Rice—Butterfield & Swire.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Property of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 400 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir Roderick HART, G.C.M.G., and Dr. A. REINIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

PRICE \$3.50.

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A TALE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DEBITS ON HONGKONG

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mail to the Free Coinage of Silver.

FROM 1893 TO 1909;

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RATES FOR SOVEREIGNTY

YEAR, BAR SILVER (From 1900), and other Useful Information.

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P. & O. S. N. CO. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	NANKIN	10 A.M. 22nd Feb.	Freight and Passage
SHANGHAI, MOJI, KORE NORE and YOKOHAMA	Capt. D. Ashbury	23rd Feb.	Freight and Passage
LONDON and BOMBAY VIA USUAL PORTS OF CALL	NAMUR	3 P.M. 24th Feb.	See Special Advertisement
LONDON and BOMBAY VIA USUAL PORTS OF CALL	NANKIN	3 P.M. 9th Mar.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR,

Acting Superintendent.

Hongkong, 22nd February, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW and SINGAPORE	"SWUN"	On 22nd Feb. Noon
NINGPO and SHANGHAI	"WENGHOW"	On 22nd Feb. 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 22nd Feb. 4 P.M.
SHANGHAI	"ANHUI"	On 24th Feb. 4 P.M.
SHANGHAI	"SINKIANG"	On 24th Feb. Noon
TIENSIN	"KUEICHOW"	On 24th Feb. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 24th Feb. 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to —

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd February, 1916.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

ISWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HALMUN" ...	Capt. Edwaller	WED'DAY, 23rd Feb., at Noon.
"HAICHING" ...	Capt. W. C. Passmore	FRIDAY, 25th Feb., at 2 P.M.
"HAIHONG" ...	Capt. J. W. Evans	TUESDAY, 29th Feb., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to —

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 22nd February, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 22nd February.

S.S. "FULFALA," 4,154 tons, Capt. S. G. Cave, will be despatched for SINGAPORE, on 24th February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS

Hongkong, 21st February, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th Feb	On 15th Mar. 11 A.M.
EMPIRE	15th Mar	On 8th Apr. 11 A.M.
EASTERN	8th Apr	On 29th Apr. 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Saloons have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	to	SHANGHAI	from	MARSEILLES	at
YOKOHAMA	to	SHANGHAI	from	MARSEILLES	at
1916		1916		1916	1916
NAMUR	Feb. 20	Feb. 24	MEDINA	Mar. 26	April 2
NANKIN	Mar. 6	Mar. 9	MONGOLIA	April 9	April 16
NOVAHA	Mar. 20	Mar. 24	MALWA	May 8	May 15
MALTA	April 3	April 7	KHIVA	May 23	May 30
NAGOYA	April 17	April 21	MOOLTAN	June 5	June 12
NAMUR	May 1	May 5	KASHMIR	June 19	June 26
NANKIN	May 15	May 19	MEDINA	July 3	July 10
NOVARA	May 29	June 2	MONGOLIA	July 17	July 24
MALTA	June 12	June 16		July 31	Aug. 7
NTANZA	June 26	June 30			

Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

The Fare to London and Marseilles and Return				LONDON		
1st Saloon	"A"	Accommodation	Single	£74.	Return	£111.
	"B"	"	"	£48.	"	£74.
2nd Saloon	"B"	"	"	£48.	"	£74.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£46.	"	£68.
2nd Saloon	"B"	"	"	£50.	"	£75.
	"B"	"	"	£46.	"	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Leave	Leave
YOKOHAMA	YOKOHAMA	YOKOHAMA	YOKOHAMA	YOKOHAMA	YOKOHAMA	YOKOHAMA
about 1916	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
MONGARA	Jan. 29	Feb. 11	Feb. 15	Feb. 21	Mar. 5	Mar. 29
NORE	Mar. 13	Mar. 29	Mar. 29	Apr. 4	May 4	May 11
NELLORE	June 19	June 29	July 5	July 11	Aug. 9	Aug. 18
MONGARA	July 3	July 13	July 19	July 26	Aug. 23	Sept. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £52 Single £27 Return, 2nd Saloon £42 Single £23 Return

FARES TO MARSEILLES: 1st Saloon £54 Single £28 Return, 2nd Saloon £44 Single £24 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to —

E. V. D. PARR, Acting Superintendent.

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NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TO SAIL	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and TENERIFE	HITACHI MARU	THURSDAY, 24th Feb., at Noon	
	IYO MARU	THURSDAY, 9th Mar., at Noon	
VICTORIA, H.O. and SEATTLE VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	KAMAKURA MARU	TUESDAY, 22nd Feb., at Noon	
	STAMBA MARU	TUESDAY, 7th Mar., at Noon	
SYDNEY and MELBOURNE, VIA MANILA, BANGALORE, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	TUESDAY, 14th Mar., at 4 P.M.	
	NIKKO MARU	FRIDAY, 18th Mar., at 4 P.M.	
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU	SATURDAY, 4th Mar.	
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	KIRIN MARU	WED'DAY, 23rd Feb.	
SHANGHAI, MOJI and KOBÉ	PENANG MARU	SUNDAY, 27th Feb.	
SHANGHAI, KOBÉ and YOKOHAMA	CEYLON MARU	MONDAY, 28th Feb.	
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU	THURSDAY, 9th Mar., at 10 A.M.	
SHANGHAI, KOBÉ and YOKOHAMA	MIYAZAKI MARU	THURSDAY, 24th Feb.	
	KITANO MARU	FRIDAY, 25th Feb.	

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st Single Yen 800.	To Marseilles	1st Single Yen 820.
" " 2nd Single " 400.	" " 2nd Single " 380.		
To London, Southampton, Liverpool via New York	1st Single Yen 280.13.0		
To Victoria, Vancouver, Seattle	1st Single Yen 240.		
To Sydney, 1st Single Yen 270.	To Melbourne, 1st Single Yen 241.		
To Yokohama, 1st Return Yen 150.	To Kobe, 1st Return Yen 120.		
" 2nd " 80.	" 2nd " 60.		

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER.

Telephone Nos 272 and 194.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Leave	Leave	Leave
YOKOHAMA	YOKOHAMA	YOKOHAMA	YOKOHAMA
DAIREN MARU	8,000 — 14 knots	SATURDAY, 26th Feb	
NIPPON MARU	11,000 — 15 knots	TUESDAY, 29th Feb	
ANYO MARU	18,500 — 15 knots	SATURDAY, 11th Mar.	
SHINYO MARU	22,000 — 21 knots	TUES, 14th Mar.	
CHIYO MARU	22,000 — 21 knots	SAT., 8th April.	
PERSIA MARU	9,800 — 17 knots	FRIDAY, 21st April.	
TENYO MARU	22,000 — 21 knots	WED., 3rd May.	

Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon

Manila at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL BATES given to NAVAL and MILITARY CIVIL SERVANTS

MISSIONARIES, etc.

BOUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500 — 15 knots ... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to —

K. DOL, ACTING AGENT, King's Building, 1213

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBÉ AND YOKOHAMA

ANYO MARU ... 18,500 — 15 knots ... SATURDAY, 11th Mar.

MARSEILLES VIA SAIGON and ATLANTIQUE ... On 4th Mar.

PORTS ... AMAZON ... On 18th March.

(Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months

For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA

CANADA MARU ... T. Suruga ... SATURDAY, 4th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer ... Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

DAIGI MARU ... T. Konishi ... SUNDAY, 27th Feb., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

SOSHU MARU ... A. Kobayashi ... WED'DAY, 1st Mar., at 10 A.M.

FOR TAKAO (DIRECT)

SHIBETORO MARU ... TUESDAY, 22nd Feb., at Noon.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to —

H. YAMAUCHI, MANAGER, Second Floor, No. 1, Queen's Building

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
TAIYUAN	9th April	28th Feb.
CHANGSHA	17th April	

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE, AGENTS

Hongkong, 14th February, 1916. Telephone No. 36.

